BookletChart™

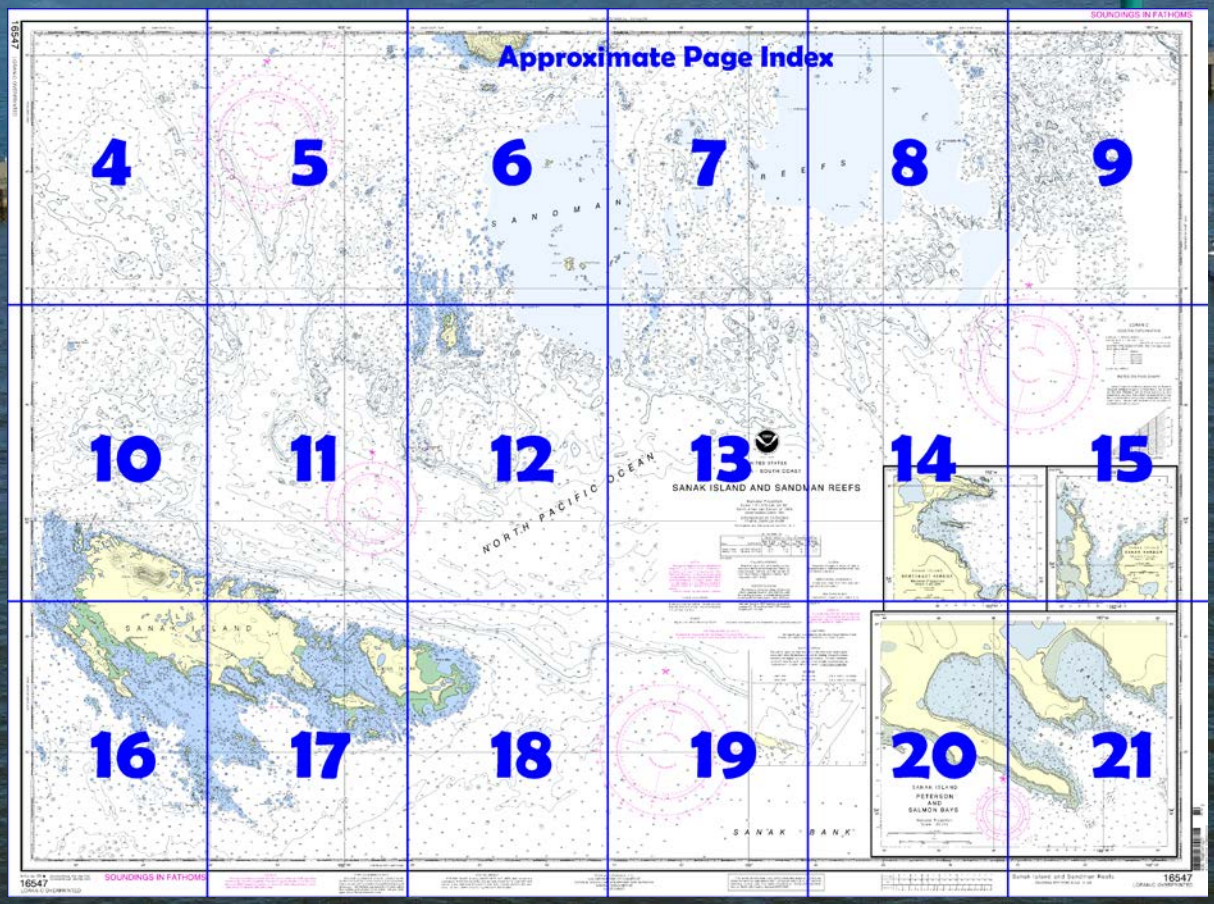
Sanak Island and Sandman Reefs

NOAA Chart 16547

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

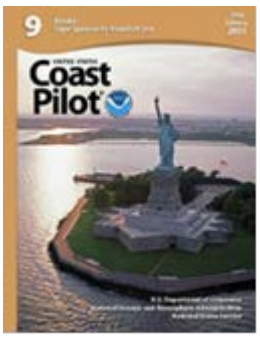
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16547.



(Selected Excerpts from Coast Pilot)
Sanak Islands, the southwesternmost group of islands along the Alaska Peninsula, cover an area 20 miles long and 10 miles wide. The group consists of two large islands, Sanak and Caton, and numerous small islands and rocks, all of which are bare of trees.
Sanak Peak, part of the mountain mass at the NW end of Sanak Island, is 1,740 feet high and a prominent landfall. A 787-foot peak, 1.5 miles to the NW, is often visible when Sanak Peak is obscured by clouds. A ridge rises to more than 200 feet on the E side of the mountain mass, but most of the remaining land area in the group is low in comparison, being over 100 feet high on the N side, decreasing to less than 40 feet high among the S islands and rocks.
Anchorage.–Anchorage at Sanak Islands is suitable for small or moderate-sized vessels. Caton Harbor affords the only shelter from all winds.
Dangers.–Dangers along the N side of Sanak Islands are within 0.5 mile of the shore, except **Crowley Rock**, 1.5 miles offshore **348°** from Sanak Peak. This rock has several small pinnacles with a least depth of ½ fathom over them. The rock, not always marked by kelp, only breaks in a disturbed sea and occasionally shows a prominent slick.
Foul ground of numerous reefs, islands, islets, shoals, and covered and uncovered rocks extends almost 6 miles S and over 12 miles W of Sanak Islands; heavy breakers extend a considerable distance offshore.**Aleks Rock**, 16.7 miles **241°** from Sanak Peak, is covered 1½ fathoms and is the farthest outlying known rock SW of Sanak Islands. A 7½-fathom pinnacle is 4 miles N of the rock.
The harbors on the S side of the Sanak Islands, except possibly Peterson Bay, should not be approached without local knowledge.
Caton Island, at the E end of the Sanak group, is rolling and grass covered. Most of the beaches are composed of rocky ledges, or boulders and gravel. Steep and prominent bluffs are on the NW point. The low E side and the S side of the island are fringed with rocky ledges up to 1 mile offshore.
Whale Bay, on the NE side of Caton Island, is extremely shoal. Temporary anchorage in S winds can be had W of Caton Island and S of **Lida Island**. Approaching the anchorage from E, stand in near the visible rocks off the E end of Lida Island, taking care to avoid the partially covered reef, nearly 0.5 mile E of Lida Island, that extends N from Caton Island. Anchor about 0.4 mile from Caton Island, and 0.3 to 0.5 mile S of Lida Island, in 6 to 7 fathoms, sandy bottom. Care should be taken not to approach the S side of the anchorage.
If the anchorage S of Lida Island is approached from W, steer for the SW side of Caton Island on **144°**, passing about 0.5 mile S of Lida Island, and leaving a rock that uncovers, 0.5 mile N from Wanda Island, about 0.4 mile on the starboard hand, and anchor as directed above. The W end of Lida Island should not be approached closer than 0.5 mile.
Caton Harbor, between Sanak Island on the E and Caton Island on the W, is large and affords anchorage in 2 to 3 fathoms, sandy bottom; it is protected on the S by **Elma Island** and on the N by the islands and reefs between Caton Island and Sanak Island. The harbor is protected from all swells, and schooners of considerable size have wintered here. These waters provide the best all-weather anchorage for small vessels in the Sanak Islands. Water in small quantities may be obtained.
Princess Rock, off the W end of the islet in the center of Caton Harbor, is the most prominent feature in the vicinity. It is high and grassy on top; extensive reefs surround the rock.
To enter Caton Harbor from the S through **Devils Pass**, W from Elma Island, or through **Southeast Pass**, E of Elma Island, requires local knowledge to avoid the reefs and breakers. These passes should not be attempted by a stranger. Surveys indicate a controlling depth of 1¼ fathoms in the approach to Devils Pass with deeper water through the narrow part of the pass. Tide rips in Devils Pass are at times dangerous to small craft.
Finneys Bay, at the NE end of Sanak Island, is obstructed by rocks; steep and prominent rocky bluffs are NW of the bay

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Table of Selected Chart Notes

Corrected through NM Mar. 6/04
Corrected through LNM Feb. 24/04

HEIGHTS

Heights in feet above Mean High Water.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

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AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE A

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Refer to charted regulation section numbers.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 3.145" southward and 7.116" westward to agree with this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Mercator Projection
Scale 1:81,326 Lat. 54°30'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

26 44

LORAN-C

GENERAL EXPLANATION

36

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9990.....99,900 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).

M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary

EXAMPLE: 9990-X

RATES ON THIS CHART

43

9990-X 9990-Y 9990-Z

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

100

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS, 80.1750 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

UPDATING SERVICE

FOR THIS CHART, a listing of NOTICE TO MARINERS (NM) corrections subsequent to the NM corrected through date shown in the lower left hand corner, is available from the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
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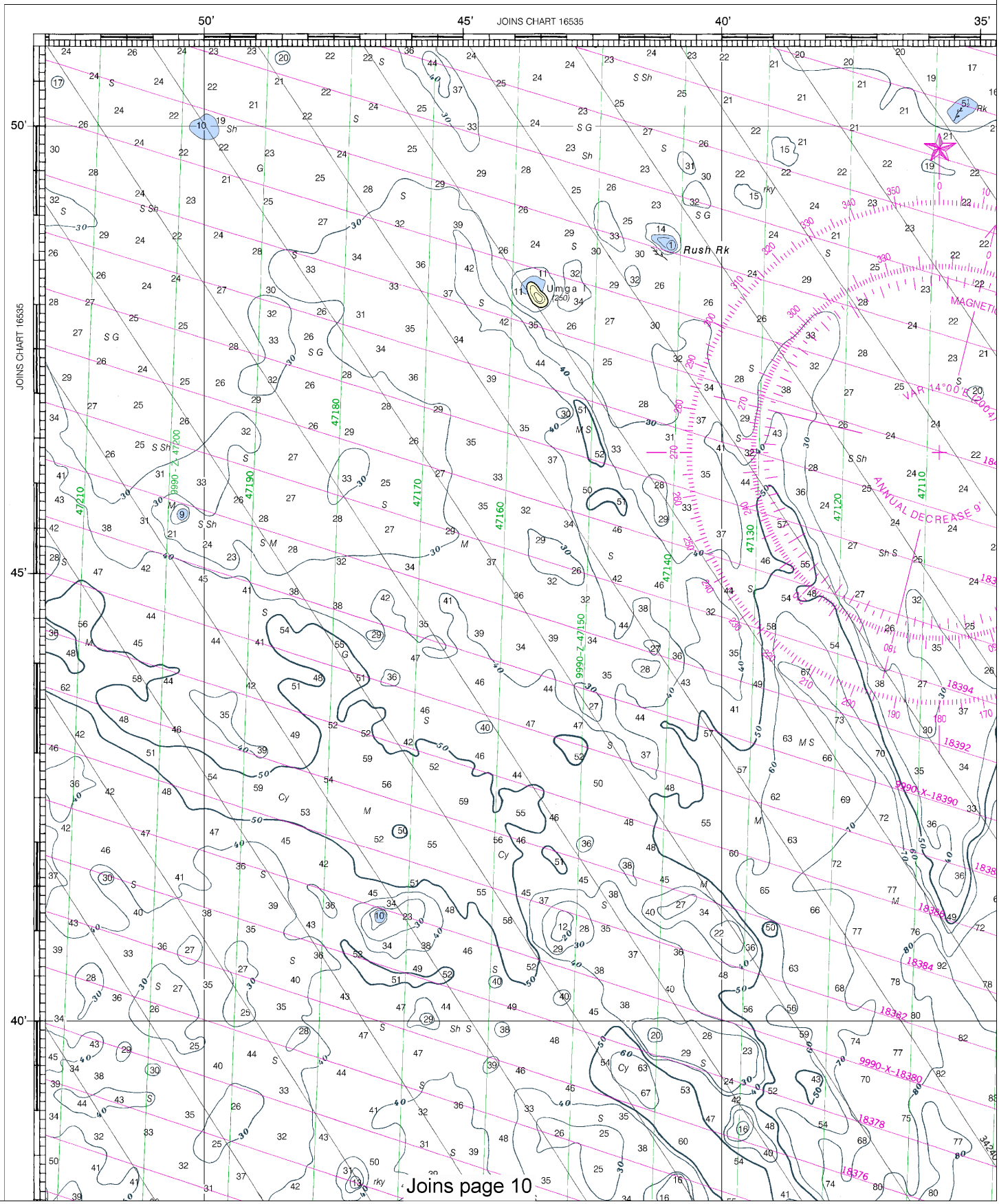
Peterson Bay	(54°24'N/162°38'W)	6.2	5.4	1.4	-3.5

(Nov 2003)

16547 LORAN-C OVERPRINTED



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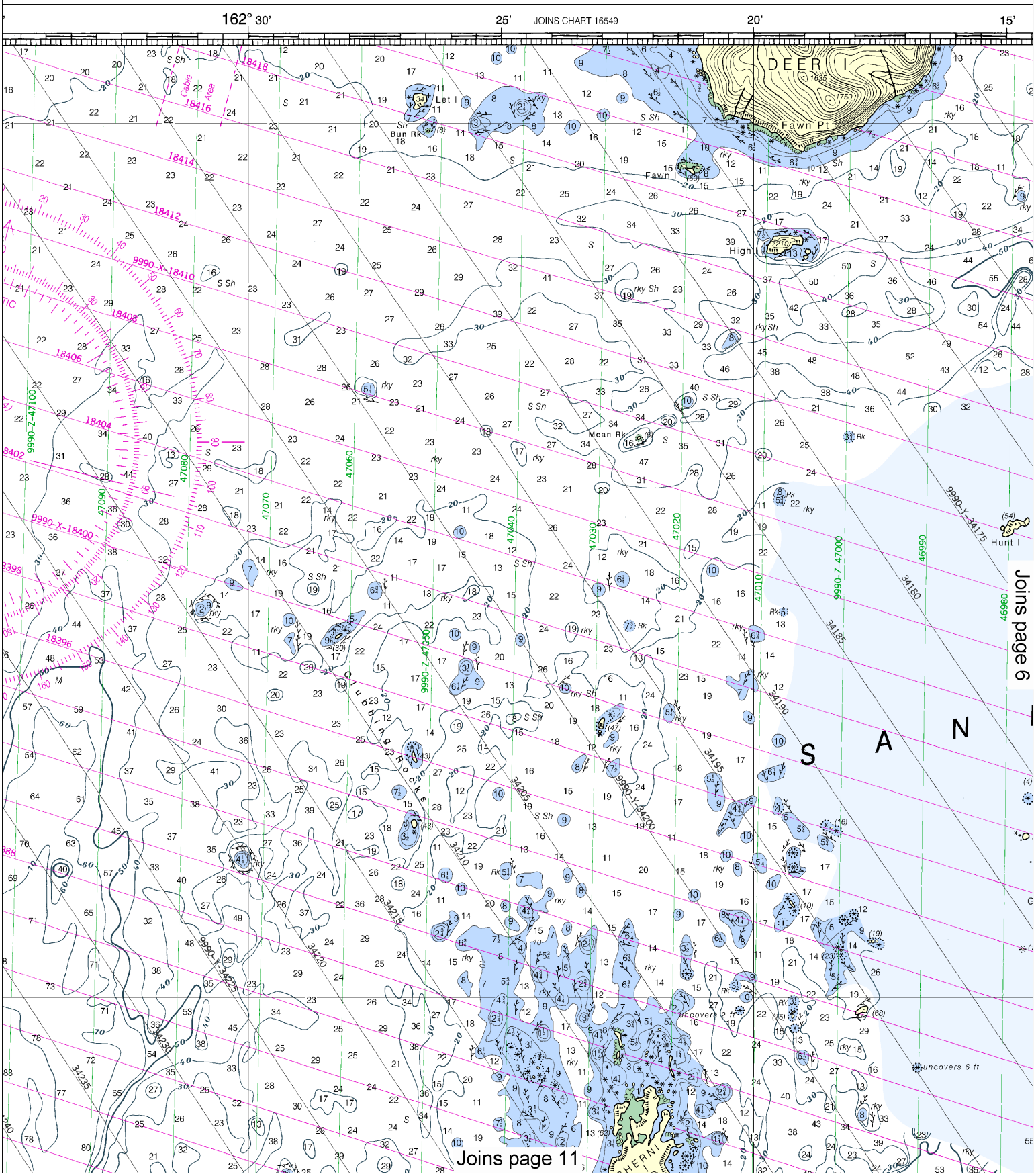
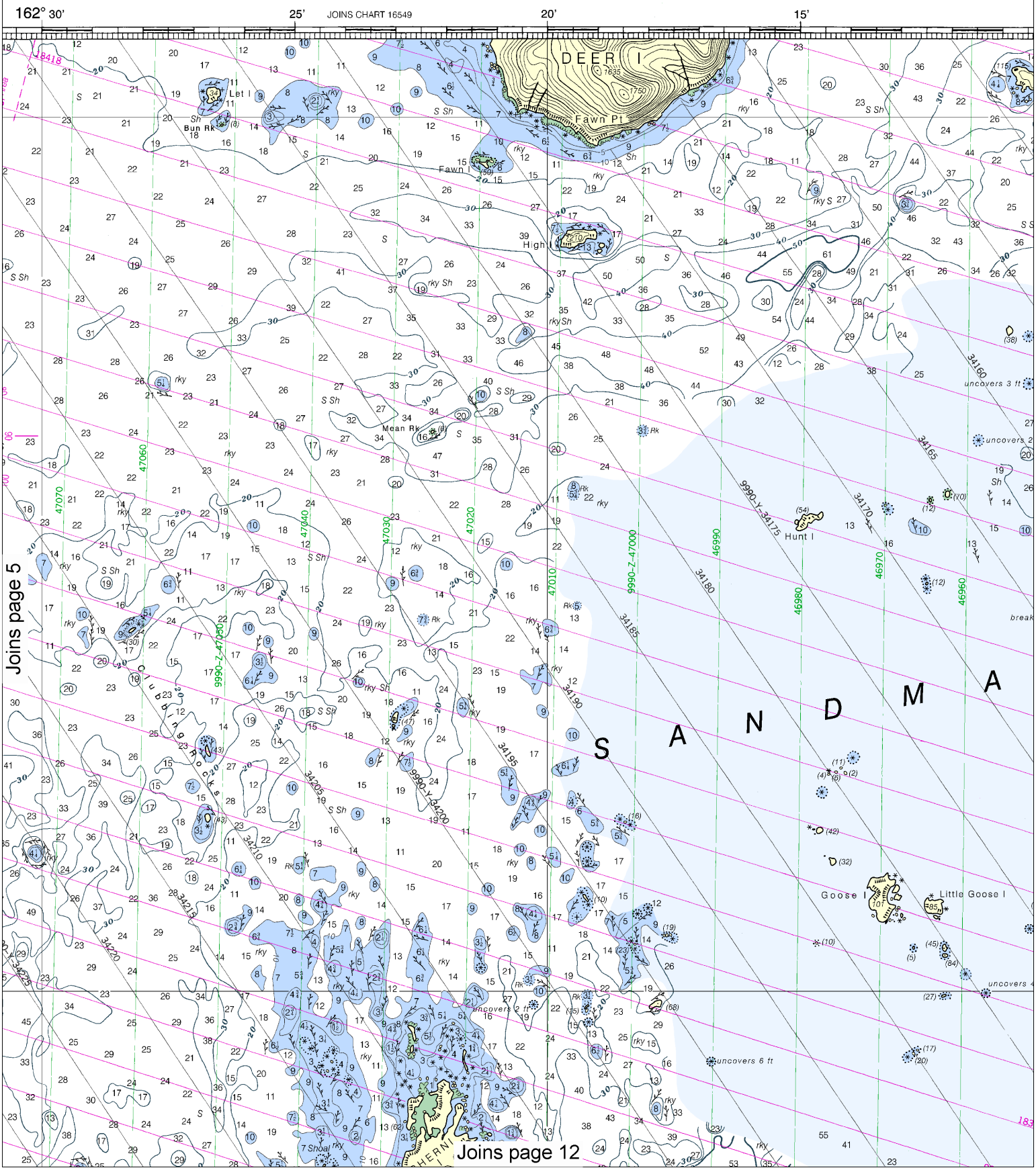
Note: Chart grid lines are aligned with true north.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:108435. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



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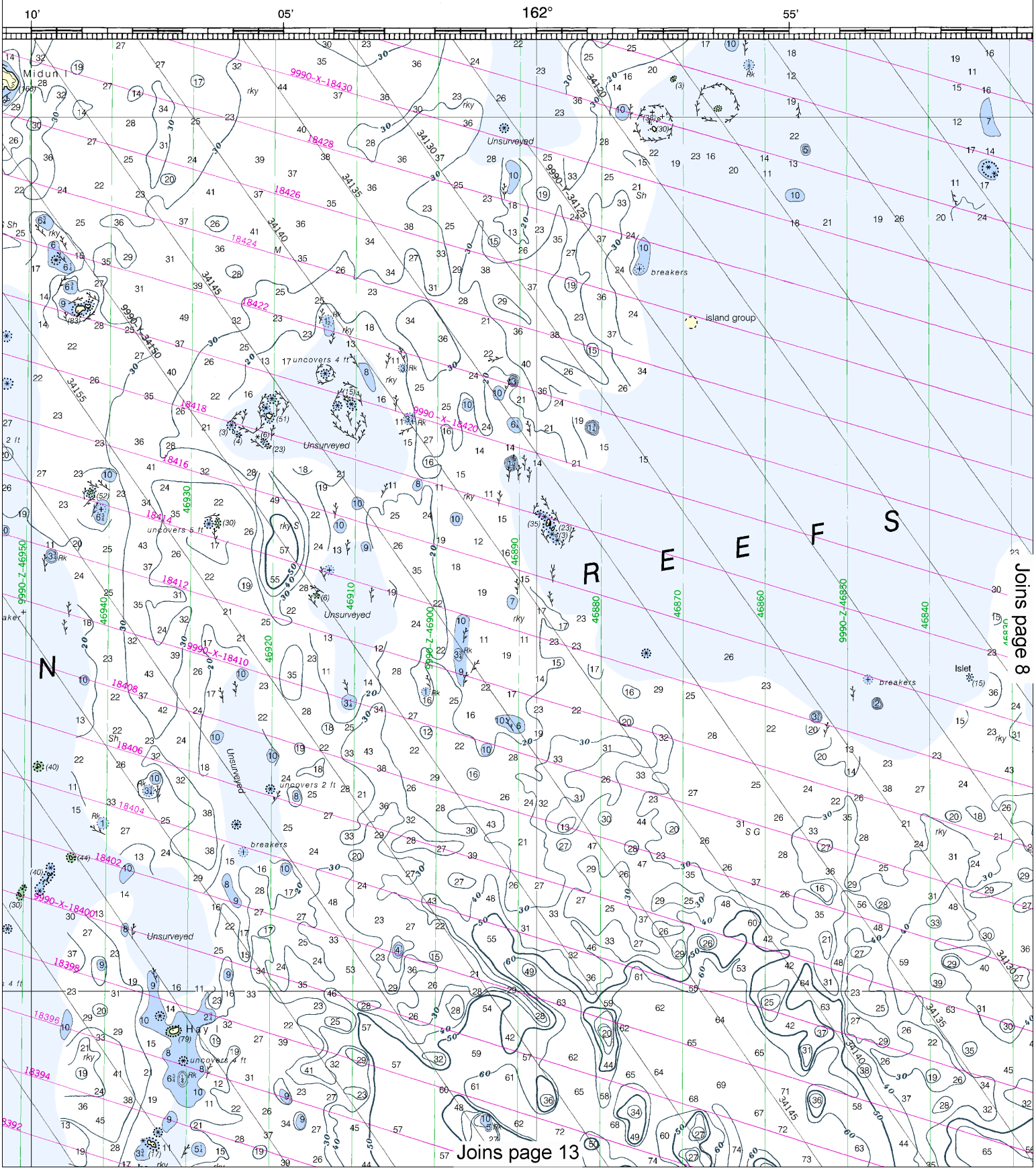
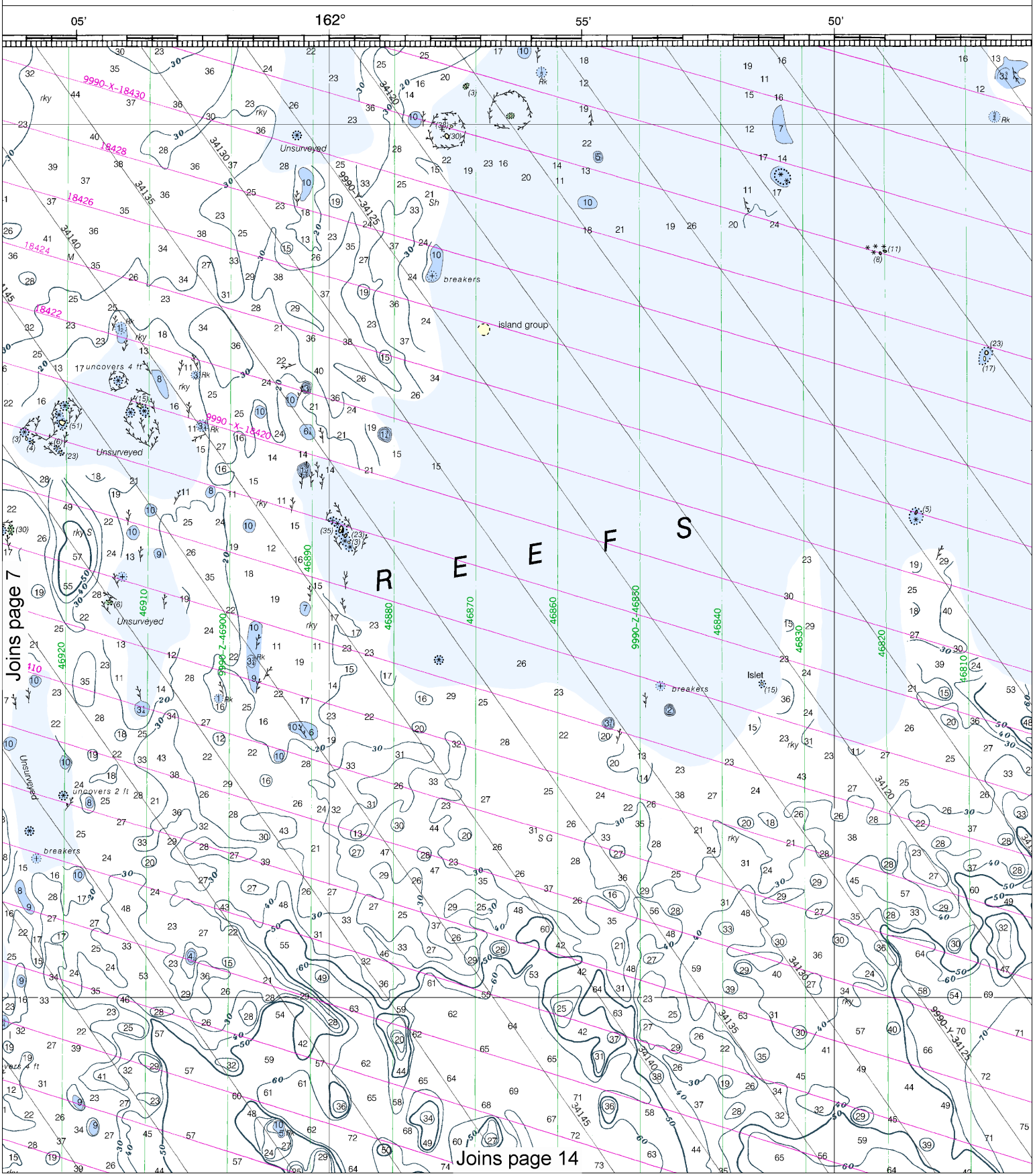
Note: Chart grid lines are aligned with true north.



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.



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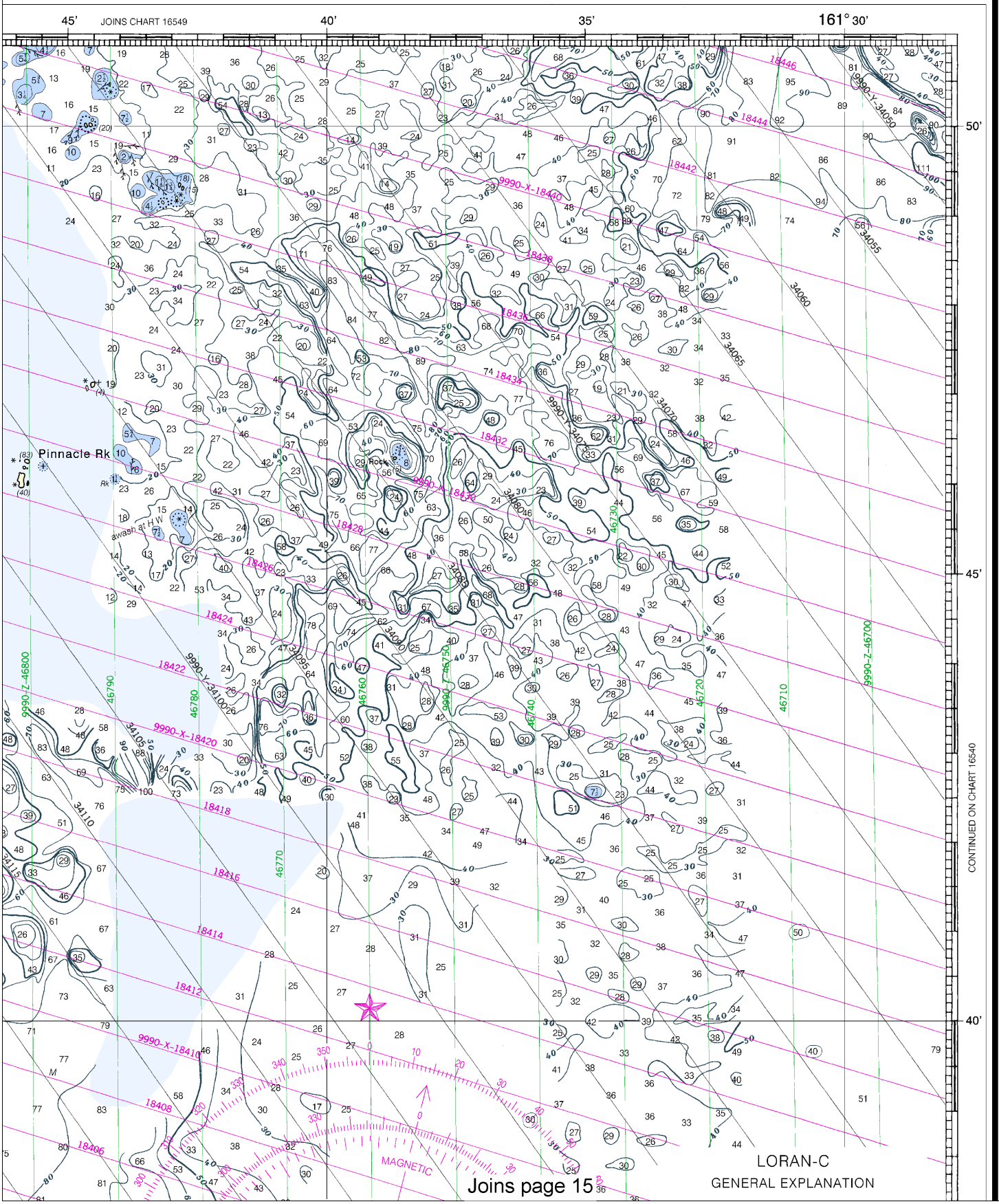
Note: Chart grid lines are aligned with true north.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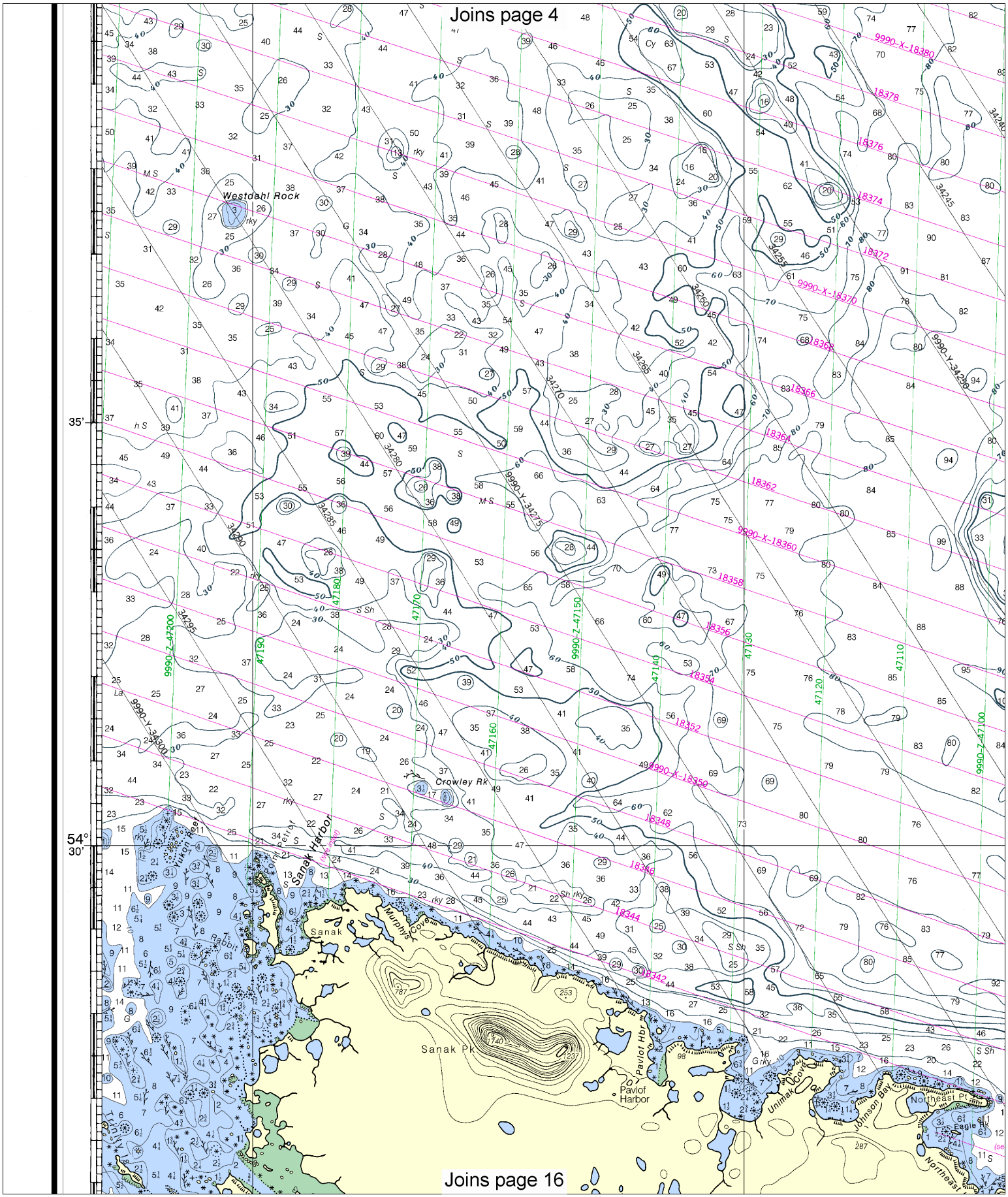
LORAN-C
GENERAL EXPLANATION
MAGNETIC
Joins page 15



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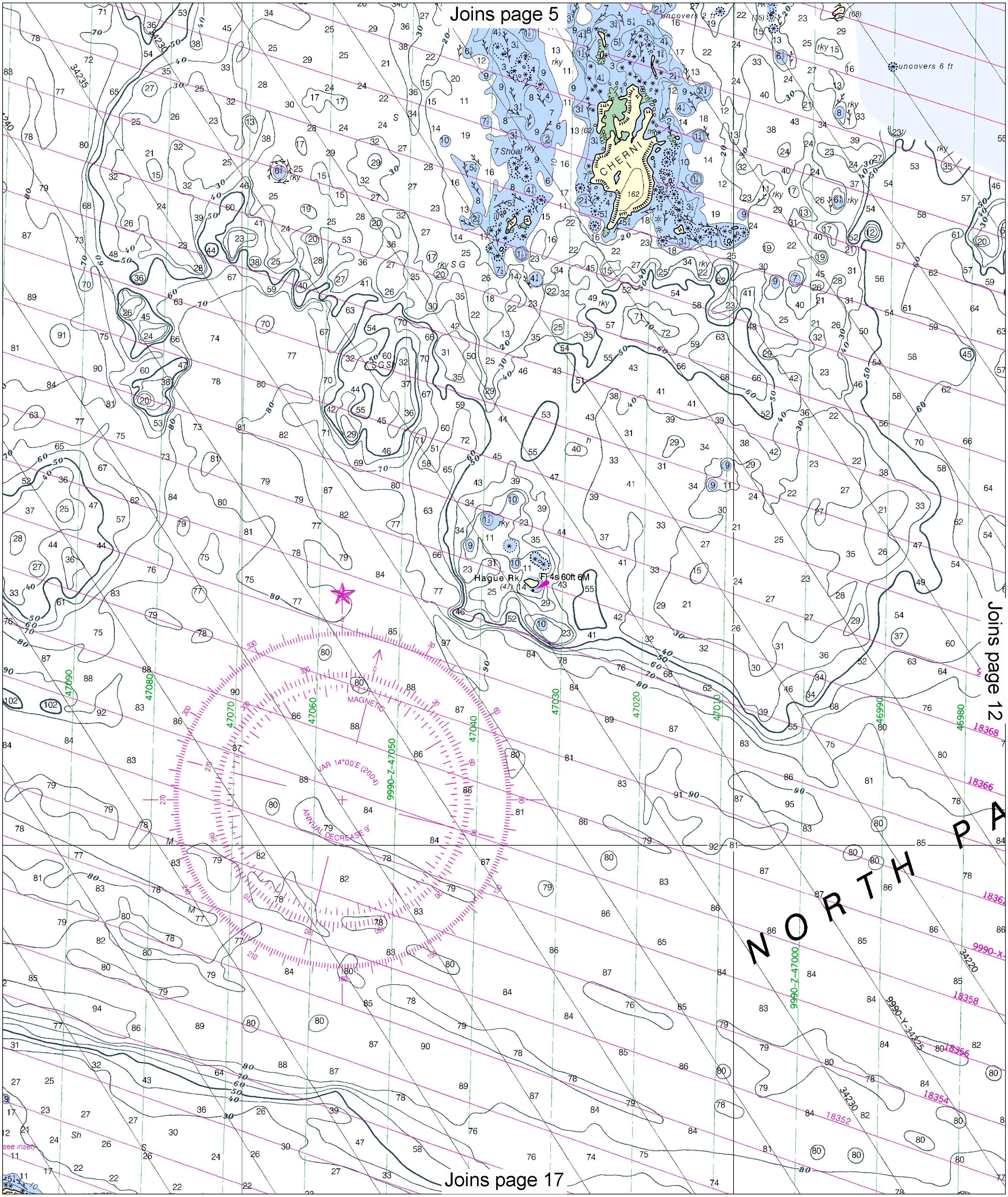
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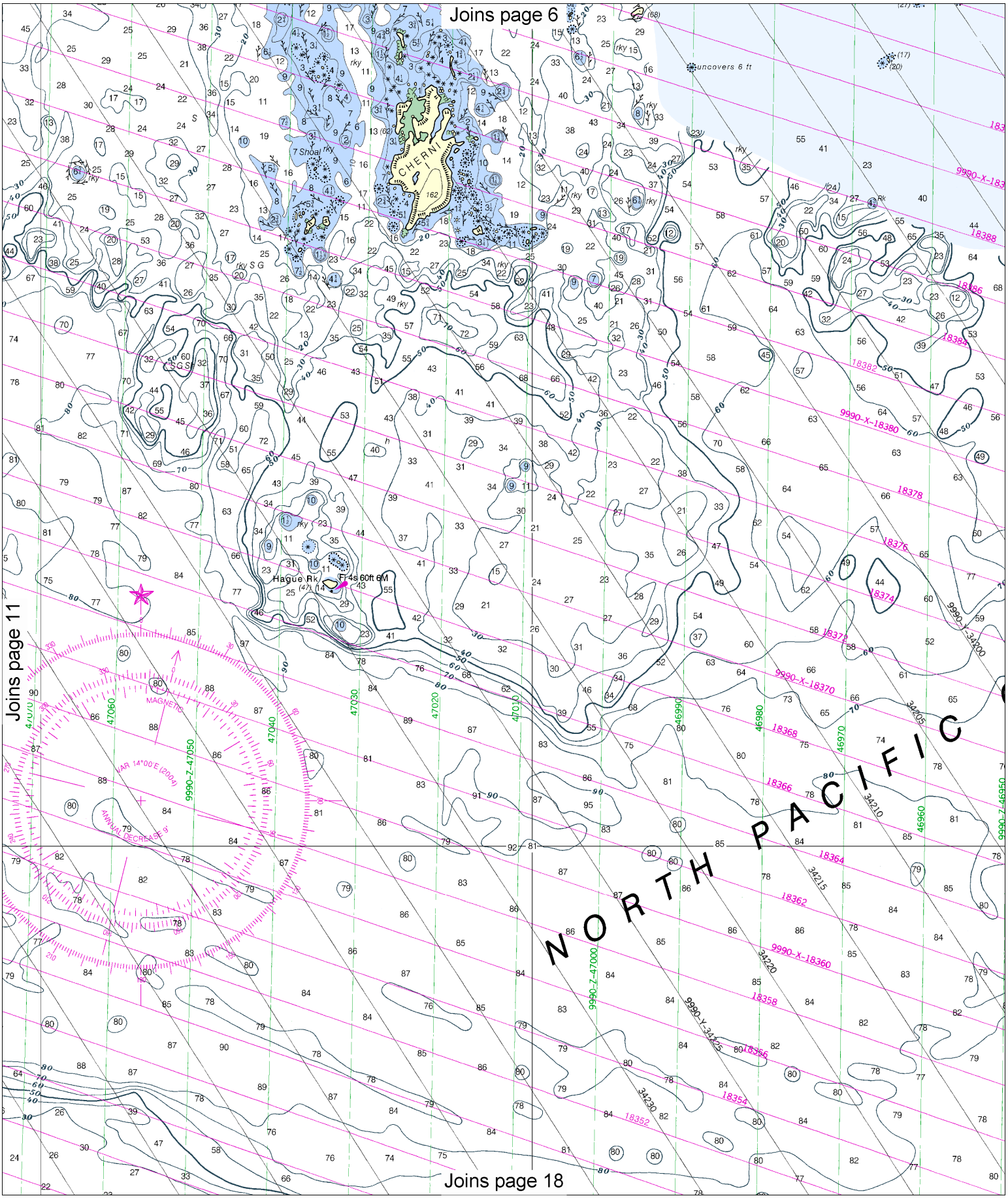
Joins page 17



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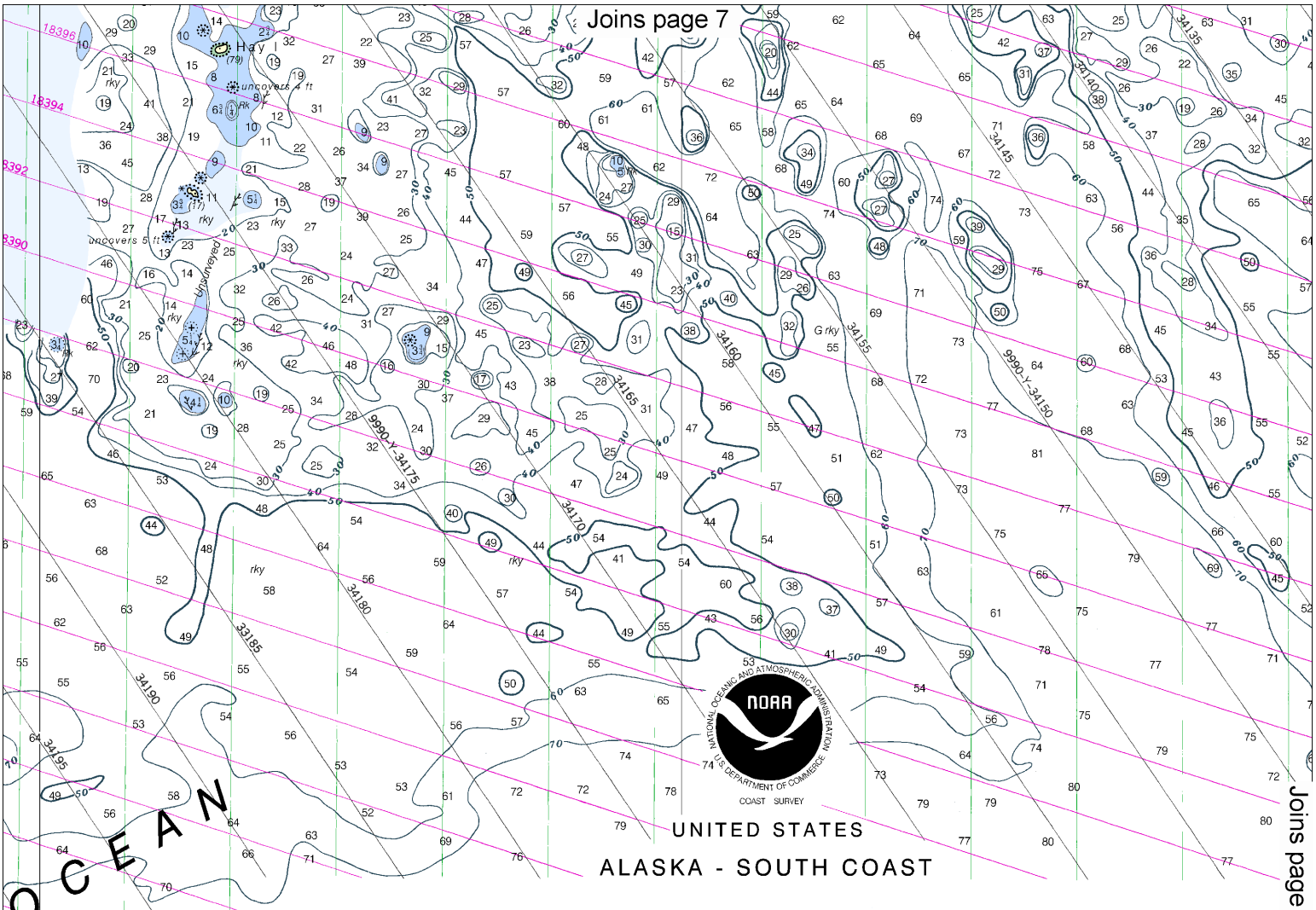

SANAK ISLAND AND SANDMAN REEFS

Mercator Projection
Scale 1:81,326 Lat. 54°30'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

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(Nov 2003)

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RADAR REFLECTORS

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SUPPLEMENTAL INFORMATION

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AIDS TO NAVIGATION

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WARNING

The prudent mariner will not rely solely on

Joins page 19

Joins page 8

Joins page 13

UNITED STATES

ALASKA - SOUTH COAST

SANAK ISLAND AND SANDMAN REEFS

Mercator Projection
Scale 1:81,326 Lat. 54°30'
North American Datum of 1983
(World Geodetic System 1984)

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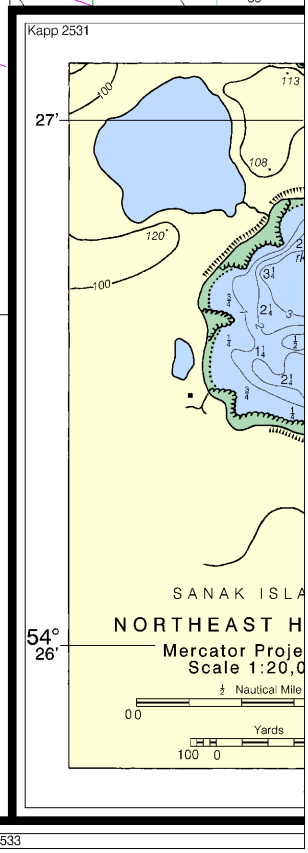
Joins page 20



Note: Chart grid lines are aligned with true north.

Joins page 9

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9990.....99,900 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M..... Master
W..... Secondary
X..... Secondary
Y..... Secondary
Z..... Secondary

EXAMPLE: 9990-X

RATES ON THIS CHART

9990-X 9990-Y 9990-Z

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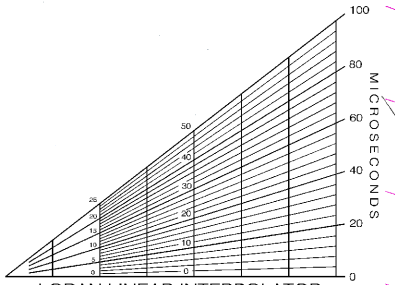
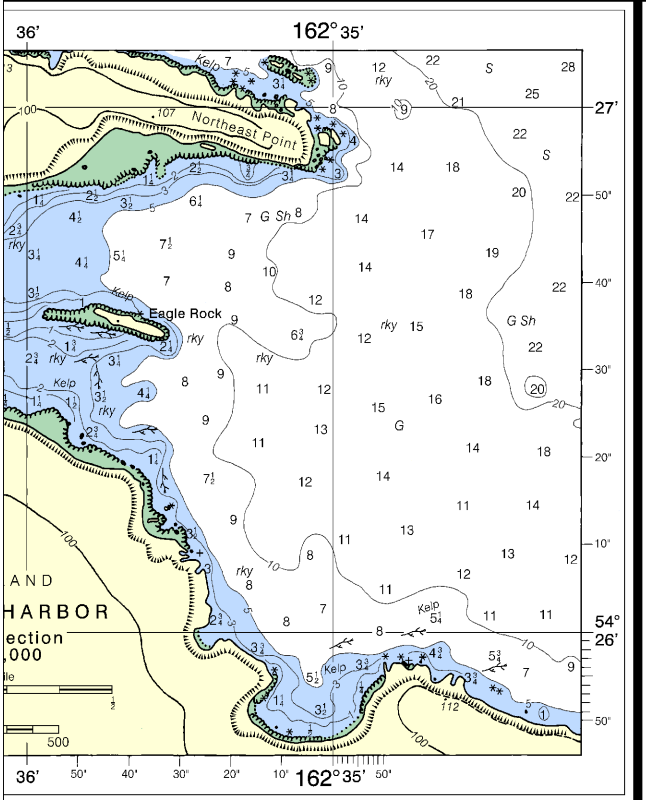
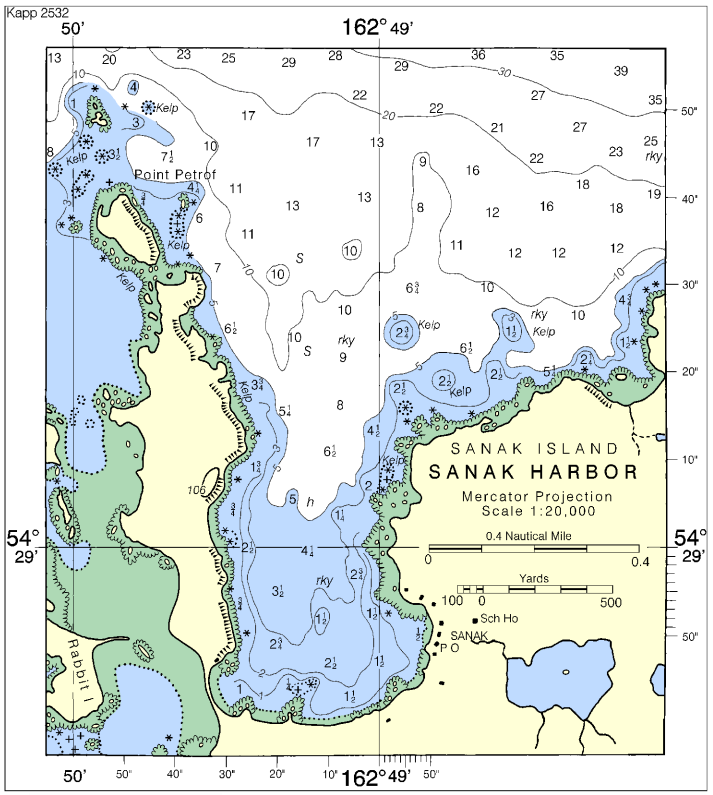
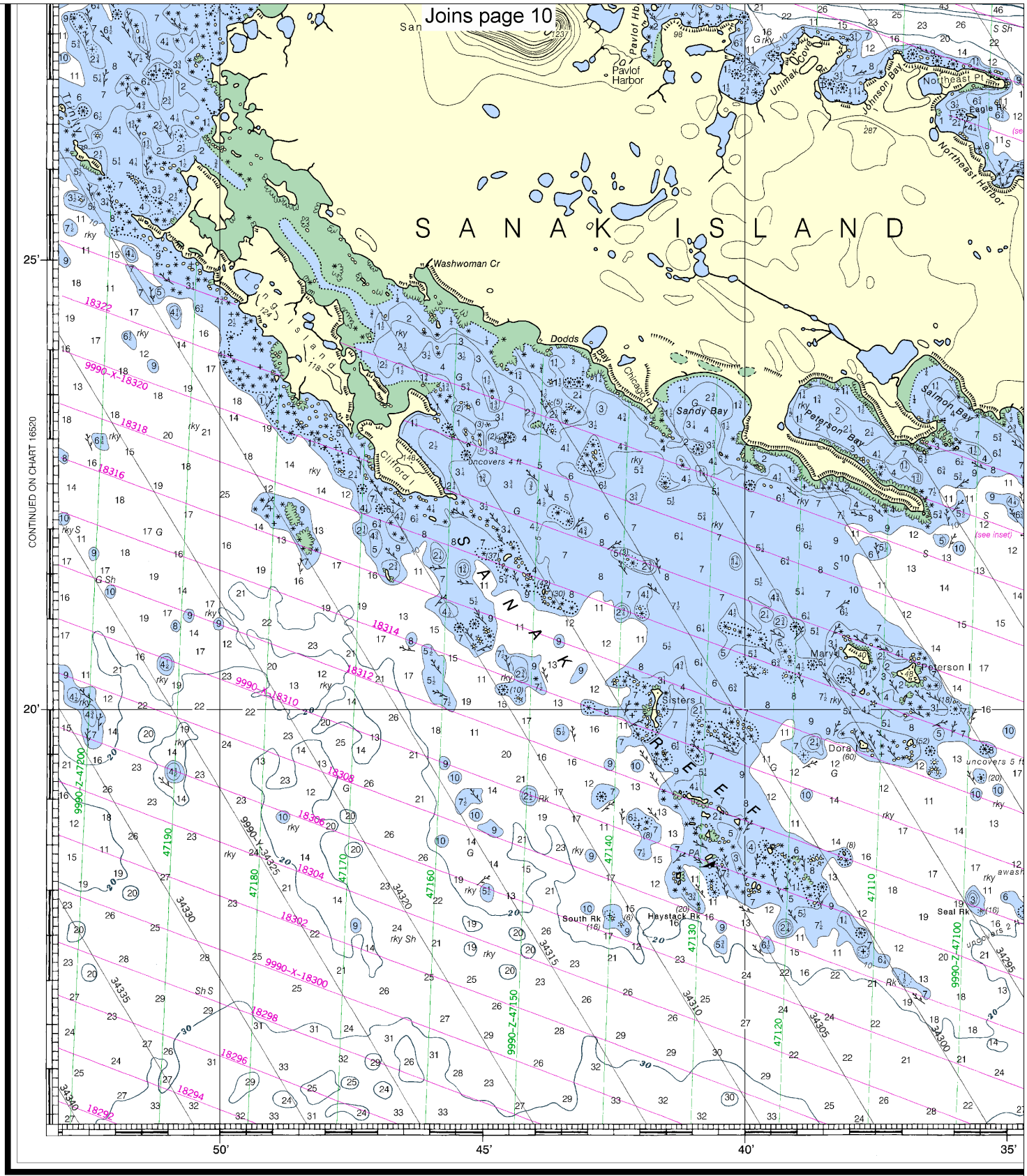






Joins page 21



9th Ed., Mar./ 04 ■ Corrected through NM Mar. 6/04
Corrected through LNM Feb. 24/04

16547

LORAN-C OVERPRINTED

SOUNDINGS IN FATHOMS

CAUTION

This chart has been corrected from the Notic
weekly by the National Geospatial-Intelligence Ag
Mariners (LNM) issued periodically by each U.S
dates shown in the lower left hand corner.

16

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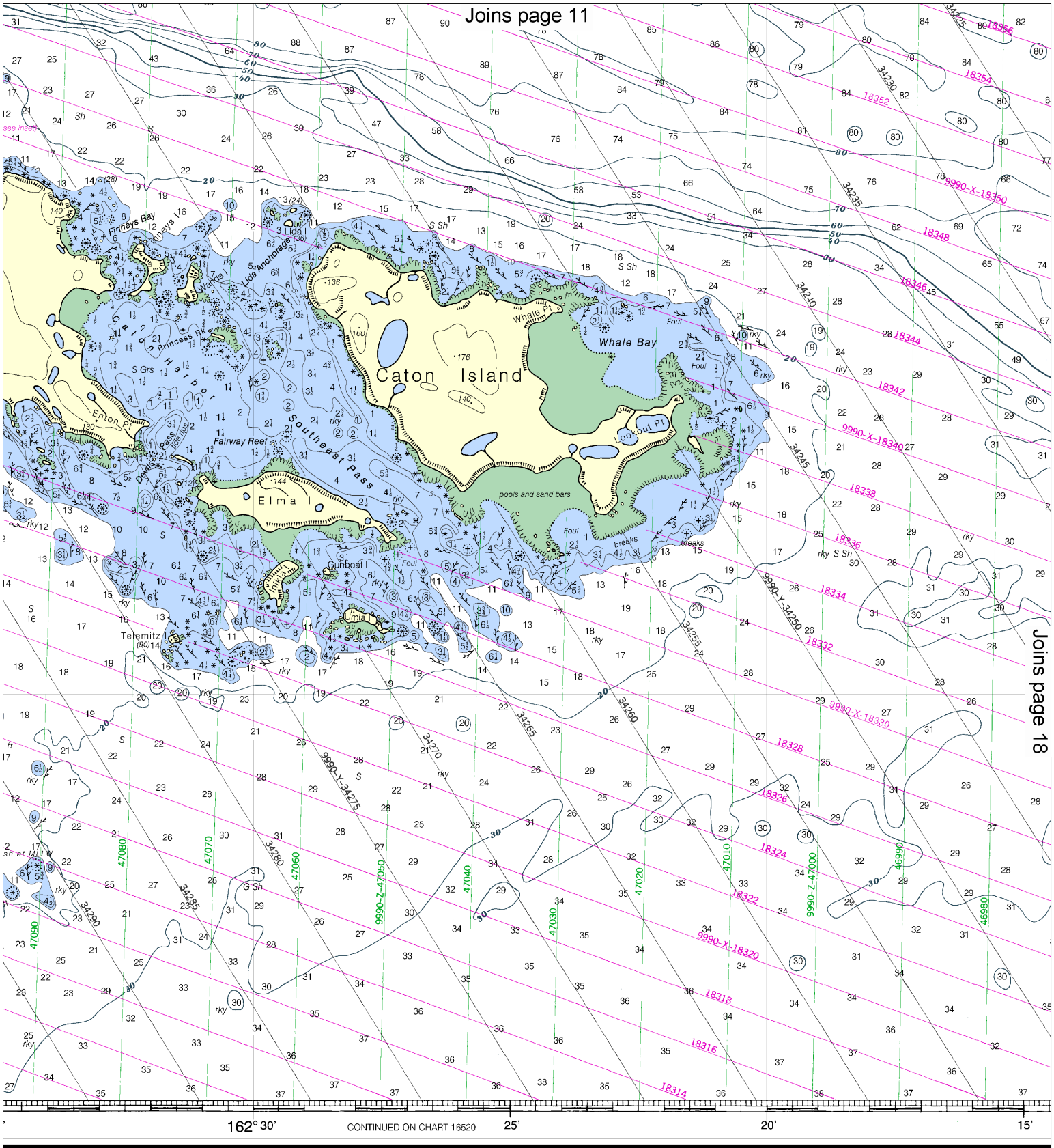

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Agency and the Local Notice to
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PRINT-ON-DEMAND CHARTS

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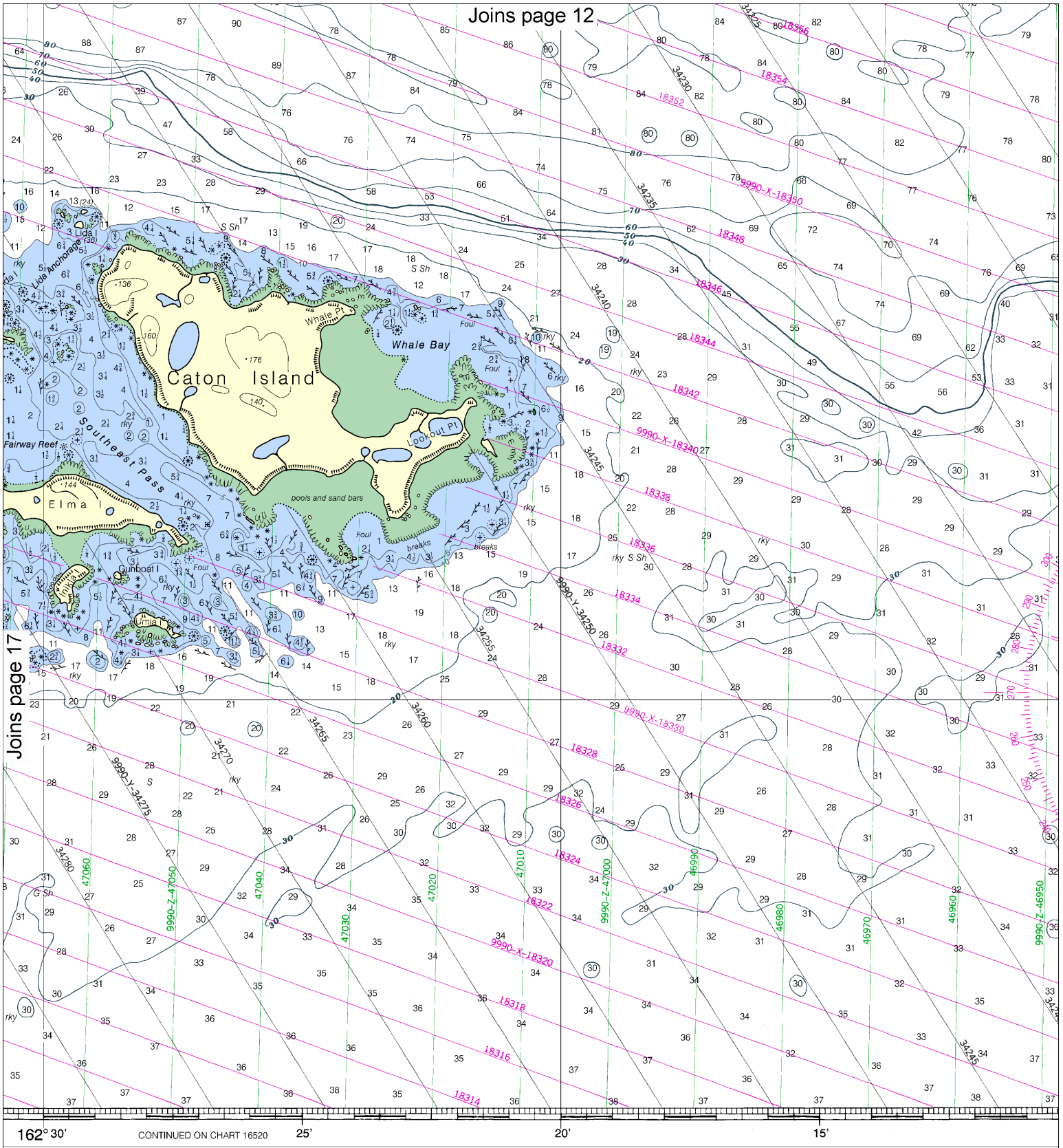

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Published a
U.S. DEPARTM
NATIONAL OCEANIC AND
NATIONAL
COA

Note: Chart grid lines are aligned with true north.

Joins page 13

revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

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free), or to the nearest U.S. ... telephone communication ... 153).

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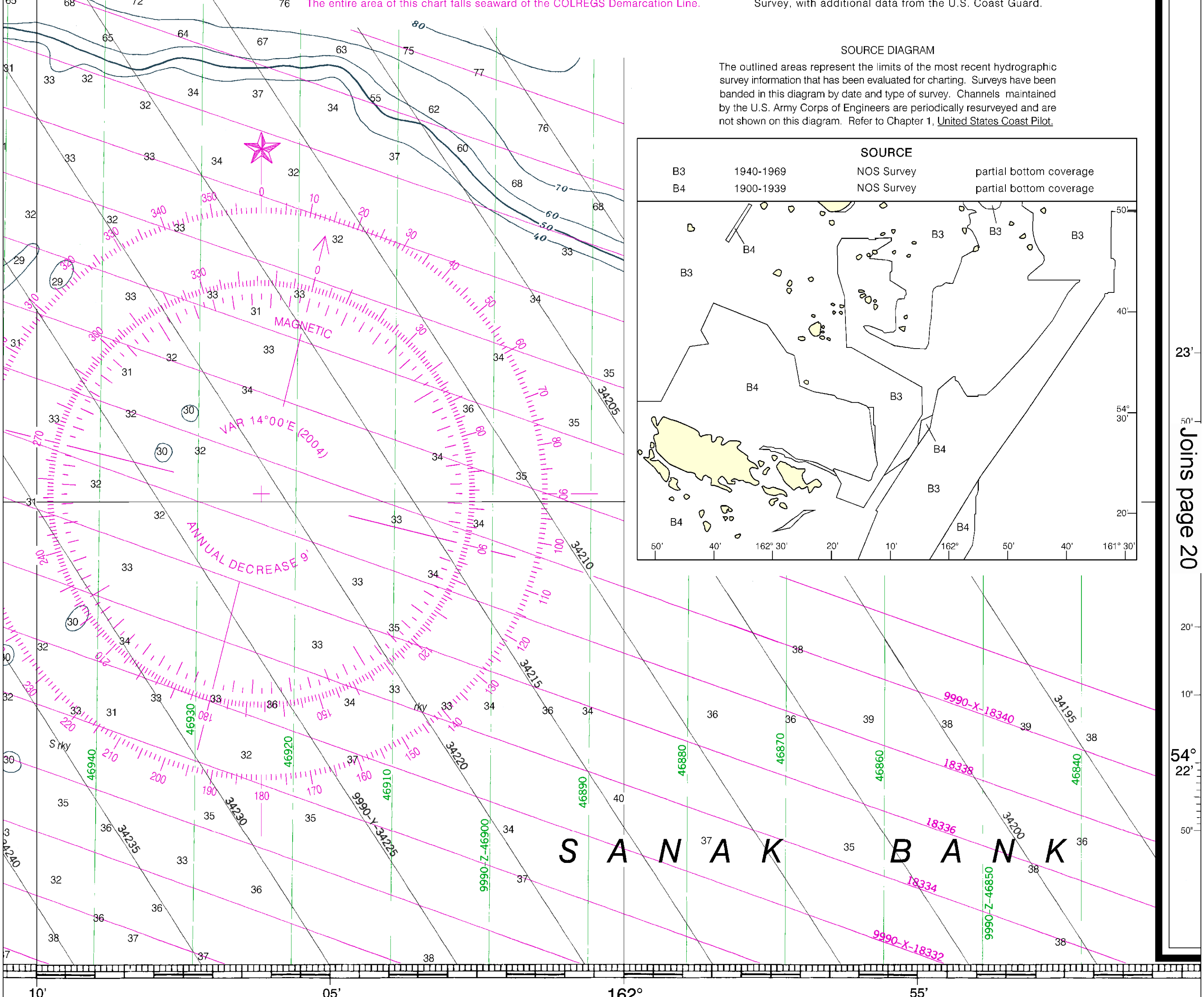
SOURCE			
B3	1940-1969	NOS Survey	partial bottom coverage
B4	1900-1939	NOS Survey	partial bottom coverage



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TMENT OF COMMERCE
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This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HEIGHTS

Heights in feet above Mean High Water.

1-800-424-8802 (toll free), or to the near Coast Guard facility if telephone commur is impossible (33 CFR 153).

Joins page 14

otice to Mariners.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 3.145" southward and 7.116" westward to agree with this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Additional information can be obtained at nauticalcharts.noaa.gov.

COLREGS, 80.1750 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

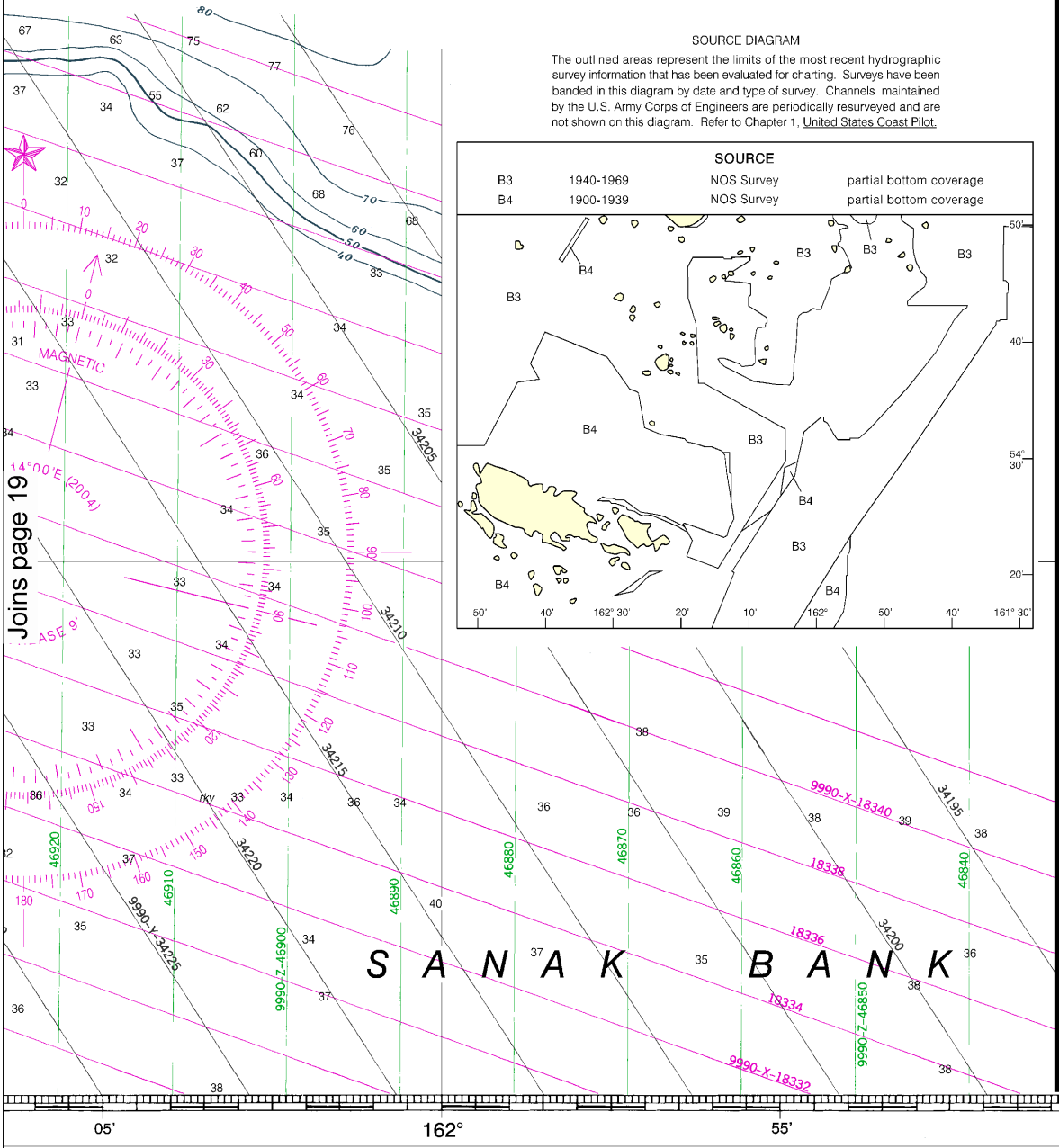
AUTHORITIES

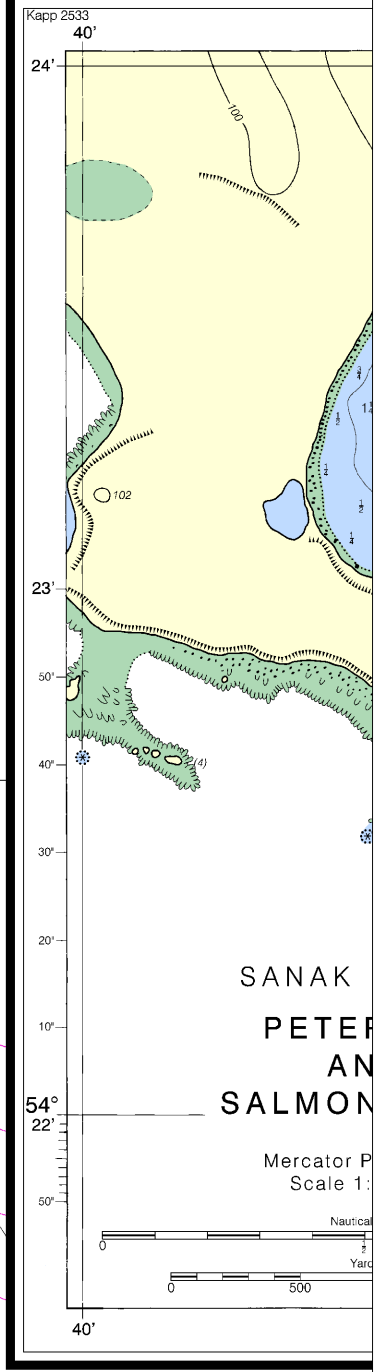
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

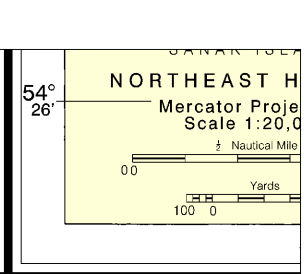
SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE			
B3	1940-1969	NOS Survey	partial bottom coverage
B4	1900-1939	NOS Survey	partial bottom coverage







05' 162° 55' 50'

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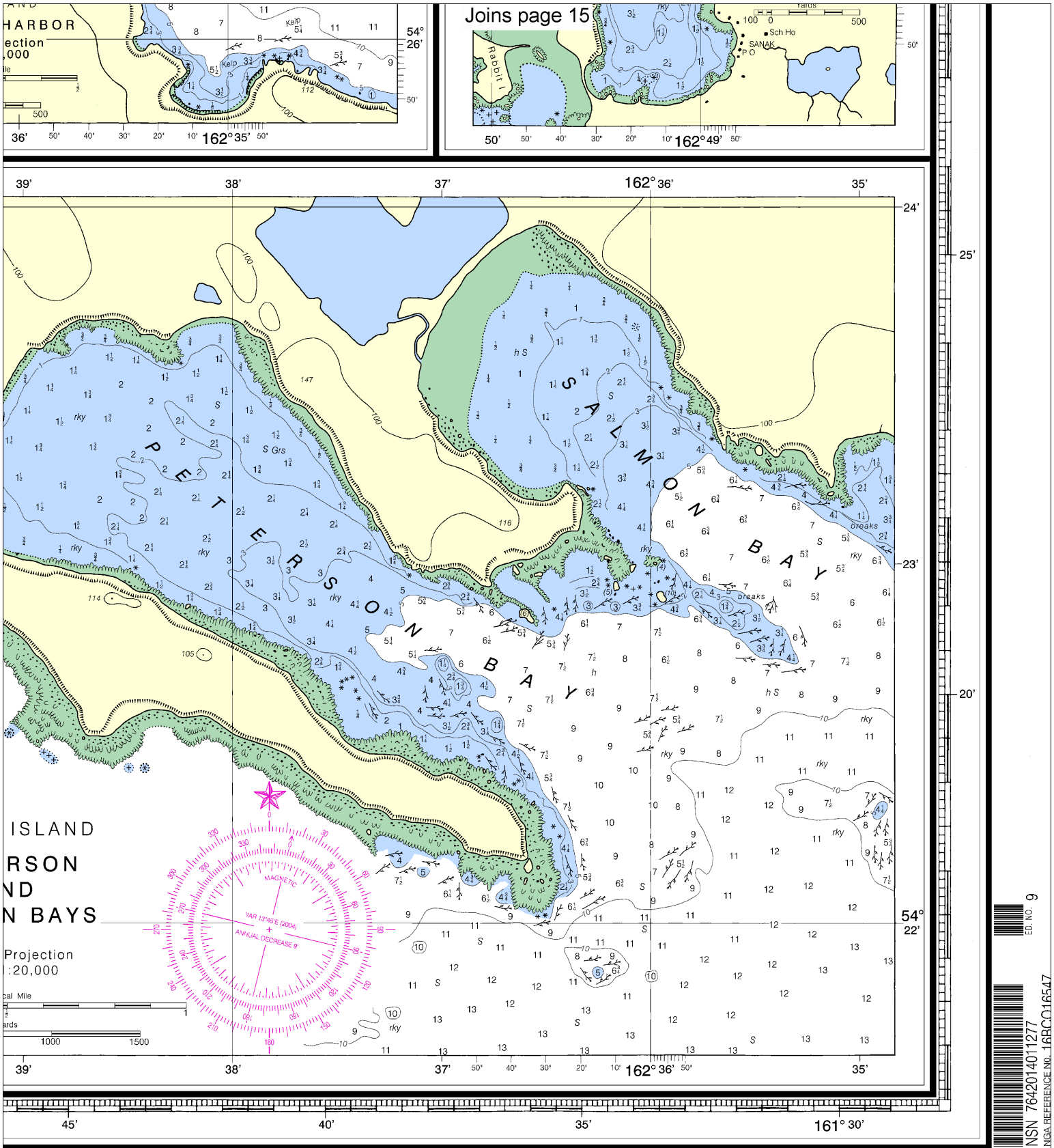
FATHOMS	1	2	3	4	5	6	7	
FEET	6	12	18	24	30	36	42	
METERS	1 2	3	4	5	6	7	8	9 10 11 12 13

Note: Chart grid lines are aligned with true north.



Sanak Island and Sandman Reefs

SOUNDINGS IN FATHOMS-SCALE 1:81,326

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NSN 7642014011277

NGA REFERENCE NO. 16BCO16547

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
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Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
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National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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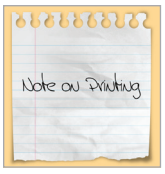

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker